

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping


Shipping.

Steamers.

UNION LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Monsey*

 Captain Trezok, will b
be dispatched for the above
Port on WEDNESDAY, the 8th July, at
3 p.m.

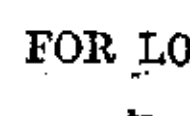
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, June 26, 1885. 1083

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.


The Co.'s Steamship
Ajax

 Captain RILEY, will b


THURSDAY, the 9th July.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 27, 1885. 108.

Sailing Vessels.


FOR VICTORIA, BRITISH COLUMBIA

 The 3/3 L.L.I. British Barque
Nautima,
Dons, Master, shortly due
will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, June 18, 1885. 102

FOR SAN FRANCISCO.

 The American Ship
Highland Light,
Norencross, Master, will load

will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, June 1, 1885. 90

FOR PORTLAND (OREGON.)
The British Barque
Director,
BOCART, Master, will load her
for the above Port, and will
have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, May 21, 1885. 89

Notices to Consignees

SHIRE LINE OF STEAMERS.
FROM HAMBURG, ANTWERP, LON

DON AND SINGAPORE.

THE Steamship Breconshire, PORT
Commander, having arrived from the above
Ports, Consignees of Cargo are hereby
informed that all Goods with the exception
of Opium, are being landed at their risk into
the Godowns of the Undersigned, at Wan-
chal, No. 3, behind the premises known as
'Blue Buildings,' whence and/or from the
Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
noon To-day.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 5th Proximo will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 22, 1855. 1009

**FROM HAMBURG, PENANG AND
SINGAPORE.**

THE S.S. Peronia, Capt. P. PAULSEN
having arrived from the above
Ports, Consignees of Cargo are hereby in-
formed that their Goods—with the excep-
tion of Treasure—are being landed and
stored at their risk into the Godowns of
the Undersigned, whence and/or from the
Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded un-
less notice to the contrary be given before

Noon 10-15, the 29th instant.
 Cargo remaining undelivered after the
 5th Proximo will be subject to rent.
 No Claims will be admitted after the
 Goods have left the Godowns.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
 STEAMSHIP & Co.,
 Agents.
 Hongkong, June 29, 1885. 1091

STEAMSHIP PEIHO

COMPAGNIE DES MESSAGERIES
MARITIMES

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamships *Medoc* and *Thane*, from London and Antwerp, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Friday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 3rd July, at Noon, will be

subject to rent, and landing charges at 1 cent per package per diem.
All Claims must be sent in to me on or before the 6th July, or they will not be recognised.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent,
Hongkong, June 20, 1885. 1024

THE San Francisco correspondent of the *Japan Mail* says:—The Pacific Mail Company is having some trouble in ascertaining what it deems its fair share of the subsidy voted by the last Congress for carrying the mails, and threats are uttered that if the Department treats it shabbily, it will reduce the service. It is understood, however, that the line to China and Japan is too profitable to be withdrawn.

On the 18th instant, a telegram was received in Yokohama announcing the death of Prince Froderick Charles of Prussia. On the same date Reuters telegraphed from London the death of Marshall Mantouffell, of which our Yokohama friends heard nothing until the receipt of the Shanghai papers. We are inclined to think there has been a mistake made by the wires somewhere. Probably the information supplied to the Yokohama papers is wrong.

The Band of 'The Buffs' will play at the Officers Mess, to-morrow evening, commencing at 8 o'clock. The following is the programme —

Overture... 'Giovanna D'Arco' Verdi

Polonaise... { Peter Prince of Oldenburg;

Chorus... 'The Heavens are Telling' Haydn

Value... 'Dolore' Waldfeste

Cavatina... 'Bolisario' Donizetti

Selection... 'A Musical Tour through Europe' Conradi

Gaipo... 'Feldjäger' Poplow

J. KELLEY, Band Master.

THE Band of 'The Buffs' will play in the Botanical Gardens, on Friday evening, 2nd July, commencing at 9 o'clock. The following is the programme:—

Grand March. 'Triumphal'	Waterson
Overture. 'Bauer und Dichter'	Suppe
Valse. 'Frühling Lieder'	Gungl
Selection. 'Il Trovatore'	Verdi
Clarinet Solo. 'Les Alcesteuques'	Le Thier
Selection. 'A Musical Tour'	Conradi
Galop. 'Der Europe'	
Galop. 'La Ranzane'	Faust

THREE sudden deaths are reported to have occurred in the Wanchai District last night between 6:30 p.m. and 6:15 this morning. All the deceased were coal coolies. One man dropped down suddenly in Queen's Road East and died shortly afterwards. Another was found in a dying state in Tai Wong Street, at 12.15 a.m., and died soon after, and the third was found in much the same state as the second, in King Shien Street, at 6.15 this morning. One man was aged 40, another 42, and the third 44. *Post mortem* examinations on the bodies have been ordered.

The following movements of H. B. M. ships are recorded in the *Nagasaki Express* of Saturday, 20th June:—
H. M. S. *Agamemnon* came out of Do- mo on Monday morning last (15th). Shortly afterwards the *Supplie* was taken in, and after being thoroughly overhauled she came out again on Thursday evening (18th). The *Penelope* arrived on Monday (16th) from Port Hamilton, to which place the *Firebrand* proceeded the following day (16th). We believe that the *Agamemnon*, *Supplie*, or *Penelope* will leave for Port Hamilton to-morrow (21st). The *Thales* also goes Port Hamilton shortly, after which her presence there will be no longer necessary.

Who is responsible for the Dredger? It was supposed that this apparatus would have had the Prays thoroughly dredged months ago. But fears are entertained we believe, that the new dredger is a failure, and that its buoyancy with a few tons of mud aboard is very doubtful. Still lying at Kowloon Dock, and no dredging is attempted. The Dock Company could have made a proper dredger. Why go elsewhere to get a thing which won't dredge? If all we hear about this precious mud-tank that will not hold mud be correct, the Crown Agents should be asked to explain them. An impoverished

any cannot pay for articles which do not come up to muster. Again, we ask, **W**ho is responsible?

This British hired transport *Hankow*, Captain W. McKenzie, arrived here to deal with marines and naval supernumeraries as 3000 tons of coal for the Government. The *Hankow* left Spithead on the 18th of May, passed through the Suez Canal about the 2nd June, and arrived at Singapore on the 24th. During the passage from Singapore she experienced fine weather with smooth sea; but the temperature was rather high, ranging from 83° to 95° in the shade. The general health

The non throughout has been good. Belonging to the negative the names of the officers and thousand of men brought out.—Capt. O. G. Gordon, R.M.; Lieut. H. C. Barrows, E.N.; Lieut. Trotter, R.M.A.; Lieut. R. MacDonald, R.M. L.L.I.; Dr. Madders, R.N.; Lieut. R. W. L. Hohman, R.N.; Mr Wm. Coudon, R.N.; George Singley Long, Master Gunner, R.A.; 83 seamen and boys of the Navy, 31 non-commissioned officers and men of the R.M.A.; and 86 non-commissioned officers and men of the R.M.

has had to put back here, arriving in the night. It seems that when off the N. coast of Luzon, fire was discovered to have broken out in the hold, among a general cargo. Holes were at once cut in the deck and water poured into the hold until the fire was extinguished. The fire was not subdued, however, until most of the cargo had been utterly destroyed, and portions of the schooner itself injured. How the fire

The same paper bears that there is a probability of the turret-ship *Wiern* being stationed permanently at Port Hamilton, which event the *Agamemnon* will take *Wiern's* place at Hongkong.

THE Causeway Bay reclamation is a great improvement to East Point, and will be much more attractive when the new villa is built. The short cut in the road would be a great boon to pedestrians, if they w-

not compelled to 'walk the plank' across the 8-feet hullah. One might easily break his neck by a false step. The cost of a couple of decent planks is about a dollar, and that small outlay would make the road safe for say 500 people. We have seen dozens of people try the plank, and then 'try back.'

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MAHARAJA, MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
SOUTHAMPTON, LONDON,
AND PLYMOUTH.

BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERMAN
GULF PORTS, MARSEILLE,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ANANDA, Captain R. G. Murray, with
Her Majesty's Mail, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual ports of Call, on
THURSDAY, 2nd July, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.

Passes and Specie (Gold) at the Office
until 10 a.m. on the day of sailing.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their
baggage can do so on application at the Com-
pany's Office.

N.B.—This Steamship takes Cargo and Pas-
sengers for MARSEILLE.

A. McIVER, Superintendent.

Hongkong, June 19, 1885.

NOTICE.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND BLACK
SEA PORTS.

NAPLES, MARSEILLE, AND PORTS
OF BRAZIL, AND LA PLATA.

ALSO
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON THURSDAY, the 2nd July,
1885, at Noon, the Company's S.S.
SACHALIN, Commandant DEBARTY,
with MALES, PASSENGERS, SPECIE,
AND CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on the
2nd July, 1885. (Parcels are not to
be sent on board; they must be left at
the Agents' Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 27, 1885.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
DETROIT will be despatched
for San Francisco, via Yokohama, with
the option of calling at Honolulu, on
SATURDAY, the 11th July, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RETURN PASSAGE.—Passengers who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, allowance of 10% will
be made from Return Fare. For Return
Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the Office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 10A, Queen's Road Central.

F. E. POSTER,
Agent.

Hongkong, June 20, 1885.

Intimations.

SAILOR'S HOME.

ANY Cast-off CLOTHING, Boots, or
Parcels will be thankfully received
at the SAILOR'S HOME, West Point.

Hongkong, July 25, 1878.

Mr. Andrew Wind,
New Agent.

21, PARK ROW, NEW YORK, is
authorized to receive Subscriptions,
Advertisements, &c., for the China Mail,
Overland China Mail, and China Review.

WASHBURN BOOKS.
(In English and Chinese.)
WASHBURN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

Hongkong Rates of Postage.

In the following Statements and Tables
the Rates are given in cents, and are, for
Letters per half ounce, for Books and
Patterns, per two ounces.

Newspapers over four ounces in weight
are charged on double, treble, &c., as the
case may be, but such papers or packets of
papers may be sent at Book Rate. Two
Newspapers must not be folded together as
one, nor must anything whatever be inserted
except bona fide Supplements. Printed
matter may, however, be enclosed, if the
whole be paid at Book Rate. Prices Current
may be paid either as Newspapers or
Books.

Commercial Papers signify such papers
as, though Written by Hand, do not bear
the character of an actual or personal cor-
respondence, such as invoices, deeds, copied
notes, &c. The charge on them is the same
as for books, but, whatever the weight of
the packet containing any partially written
paper, it will not be charged less than 5
cents.

The sender of any Registered Article
may accompany it with a Return Receipt
on paying an extra fee of 5 cents.

The limit of weight for Books and Com-
mercial Papers to Foreign Post Offices is
4 lbs. Patterns for such offices are limited
to 8 ounces, and must not exceed these
dimensions: 8 inches by 4 inches by 2
inches.

Countries of the Postal Union.
The Union may be taken to comprise
Europe, all foreign possessions in Asia,
Japan, W. Africa, Egypt, Mauritius, all
N. America, Mexico, Salvador, Brazil,
Peru, Chili, Venezuela, The Argentine
Republic, Jamaica, Trinidad, Guiana,
Honduras, Bermuda, Labuan, Hawaii, with
all Danish, French, Netherlands, Portu-
guese and Spanish Colonies.

Countries not in the Union.—The chief
countries not in the Union are the Aus-
tralian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—
Letters, 10 cents per 1/2 oz.
Post Cards, 3 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns and 1/2 2 cents per 2 oz.
Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected corre-
spondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and
Fiji, via Torres Straits, Letters, 10; Re-
gistration, 10; Newspapers, 2; Books and
Patterns, 2; Via Cape, Letters, 25; Re-
gistration, 10; Newspapers, 2; Books and
Patterns, 2.

Natal, the Cape, St. Helena, Ascen-
sion, Bolivia, Letters, 25; Registration,
10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong,
Macao, China, Japan, Siam direct (4),
Canton, China, Yunnan, and the Philip-
pines:—
Letters per 1/2 oz., 5 cents (c).
Post Cards, each, 1 cent.
Books, Parcels and Patterns, per 2 oz.,
5 cents.

Newspapers and Prices Current, each, 2
cents.
Registration, 10 cents.

(d) Via Singapore, 10 cents.
(e) Between Hongkong, Canton, and Macao
2 cents.

Local Delivery.

1. All correspondence posted before 5
p.m. on any week day for addresses in
Victoria will be delivered the same day,
and generally within two hours, unless the
delivery should be retarded by the Contract
Mails.

2. Invitations, &c. can generally be
delivered within Victoria at the private
houses of the addressees rather than at
places of business, if a wish to that effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

3. Bothholders who desire to send Cir-
culars, Dividend Warrants, Invitations, Cards,
&c., all of the same weight, to addresses in
Hongkong, Bangkok, or the Ports of
China, may deliver the postage being then
charged to the sender's account. Each
batch must consist of at least ten.

4. Bothholders may also send Patterns to
the same places in the same way. En-
velopes containing Patterns may be wholly
closed, if the nature of the contents be
fully explained or stated to the Postmaster
General, he may consider necessary, and
approved by him. Printed Circulars may
be inserted in such Pattern Packets.

PARCELS.—The public is reminded that
there is no such thing as Parcel Post
to Europe, &c. Much trouble and disap-
pointment are caused by persistent attempts
to send small valuable trifles through the
Post. Fans, Curios, Articles of Dress,
Fancy Work, and similar presents are con-
tinually being refused, the senders having
often spent more in Postage than would
have paid for the goods by steamer. No
refund can be made on such parcels of the
value of Stamps obliterated before the
nature of the contents was discovered.

Local and Indian Parcel Post.

1. Small Parcels may be sent by Post
at Book Rate between Hongkong and any
of the British Post Offices in China, as well
as to Japan, Macao, Pakhoi, the Straits
Settlements, Ceylon and India. They must
not exceed the following dimensions, 2 feet
long, 1 foot broad, 1 foot deep, weigh more
than 3 lbs., nor be more than 3 in. by 2
in. Such parcels may be wholly closed
if they bear this special endorsement,
PARCEL, CONTAINING NO LETTER, but any
parcel may be opened by direction of the
Postmaster General. In the case of Parcels
for India, a declaration of contents and
value is required, a printed form for which
is supplied gratis. The Registration of
Parcels for India and Ceylon is compulsory.

2. The following cannot be transmitted:
Parcels insufficiently packed or protected,
or liable to be crushed (as handboxes,
&c.) Opium, Glass, Liquids, Explosive sub-
stances, Matches, Indigo, Dynamite, Ice,
Meat, Fish, Game, Fruit, Vegetables, or
whatever is dangerous to the Mails, or
likely to become offensive or injurious in
transit.

3. Parcels are as a general rule forwarded
by Private Ship, not by Contract Mail
Packet. To India they are forwarded by
the P. & O. only. No respon-
sibility is accepted with regard to any
parcel, unless Registered, and then only to
the amount of \$10.

4. The public are cautioned not to con-
found these facilities with a Parcel Post to
Europe, &c., which does not exist.

It is necessary that the following rules
be strictly observed.

1. No Letter or Packet, whether to be
registered or unregistered, can be received

for Postage if it contains gold or silver
money, jewels, precious articles, or any-
thing that, as a general rule, is liable to
Customs duties.

2. This Regulation prohibits the sending
of Patterns of dutiable articles, unless the
quantity sent be so small as to make the
sample of no value.

3. The limits of weight allowed are as
follows:—
Books and Papers.—To British Offices,
5 lbs.; to the Continent, &c., 4 lbs.
Patterns.—To British Offices, 5 lbs. if with
an intrinsic value; to the Continent,
&c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible
for the safe delivery of Registered correspon-
dence, but it is prepared to make good the
contents of such correspondence lost while
passing through the Post, to the extent of
\$10 in certain cases, provided:—

1. That the sender duly observed all the
conditions of Registration required.

2. That the letter was securely enclosed
in a reasonably strong envelope.

3. That application was made to the
Postmaster General of Hongkong immedi-
ately the loss was discovered, the envelope
being invariably forwarded with such applica-
tion unless it also is lost.

4. That the Postmaster General is satis-
fied that the loss occurred whilst the corre-
spondence was in the custody of the British
Post administration in China, that it was
not caused by any fault on the part of the
sender, by destruction by fire, shipwreck,
nor by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.

5. No compensation can be paid for mere
damage to fragile articles such as portraits,
watches, handily bound books, &c., a
broken or deteriorated condition.

Missed or Delayed Correspondence.

When correspondence has been mis-
sent or delayed (both of which are liable to
happen occasionally) all that the addressee
need do is to note on the cover, Sent to
—, or Received at —, on the day of
—, and forward it, without any
other writing whatever, to the Postmaster
General. This should be acted on the first
time cause of complaint occurs; it is a
mistake to let such matters pass for fear of
giving trouble, a course which generally
gives more trouble in the end.

Chair, Jinricksha, and Boat
Hire.

LEGISLATED TARIFF OF FARES FOR CHAIRS,
CHAIR MEN, AND BOATS,
IN THE COLONY OF HONGKONG.

Chairs.
Half-hour, 10 cts. One hour, 20 cts.
Three-quarters, 30 cts. Six hours, 120 cts.
Day (from 6 to 6), One Dollar.

TO VICTORIA FARE.

Single Trip. Return Direct.
Four Coaches, \$1.00 Four Coaches, \$1.50
Three Coaches, 0.75 Three Coaches, 1.20
Two Coaches, 0.50 Two Coaches, 1.00

RETURN.

By Pak-fo-Lam. By Aberdeen, Shortest
Road.
Four Coaches, \$2.00 Four Coaches, \$3.50
Three Coaches, 1.60 Three Coaches, 2.00
Two Coaches, 1.30 Two Coaches, 1.60

By Wai-sai Gap.

Four Coaches, \$1.15
Three Coaches, 0.85
Two Coaches, 0.60

TO THE PEAK CHURCH, AND HOTELS IN
WIMBORNE MOUNT, AND HOTELS IN
WIMBORNE MOUNT.

Single Trip. Return Direct.
Four Coaches, 65 cts. Four Coaches, \$1.00
Three Coaches, 50 cts. Three Coaches, 0.85
Two Coaches, 45 cts. Two Coaches, 0.70

Reimbursing by other routes will be the
same as from Gap.

The return fare embraces a trip of not
more than three hours except returning by
Aberdeen when three hours and a half will
be allowed.

For every hour or part of an hour above
three or three and a half, each Coach will
be entitled to an additional payment of five
cents.

Nothing in above scale prevents private
agreements.

Licensed Drivers (each).
On Hour, 10 cts.
Half day, 30 cts.
Day, 50 cts.

Freightage.
Quarter Hour, 5 cts. One Hour, 15 cts.
Half Hour, 10 cts. Two Hours, 25 cts.
For every hour or part of an hour 10 cts.
Over two hours, 10 cts.

To Pak-fo-Lam or Quarry Bay, 20 cts.
To Shekwan, 35 cts.
To Shekwan, 35 cts.
To Aberdeen, 50 cts.
To Aberdeen, 50 cts.

If an extra Coach is employed, the fare
will be double.

Nothing in this scale prevents private
agreements.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900
pintals, per Day, 3.00
1st Class Cargo Boat of 8 or 900
pintals, per Load, 2.00

2nd Class Cargo Boat of 600
pintals, per Day, 2.50
2nd Class Cargo Boat of 600
pintals, per Load, 1.75

3rd Class Cargo Boat of 400 or 500
pintals, per Day, 1.50
3rd Class Cargo Boat of 400 or 500
pintals, per Load, 1.00

3rd Class Cargo Boat of 400 or 500
pintals, Half Day, 50 cts.

Sampans.
or Puller Boat, per Day, 1.00
One Hour, 20 cts.
Half an Hour, 10 cts.

After 6 p.m., 10 cts. extra.
Nothing in this Scale prevents private
agreements.

STREET COOLIES.
Scale of Hire for Street Coolies.
One Day, 33 cts.
Half Day, 20 cts.
Three Hours, 12 cts.
Two Hours, 8 cts.
Half Hour, 5 cts.

Nothing in the above Scale to affect
private agreements.

Merchant Vessels in Hongkong Harbour.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Actif	2 h	Rovabock	Dan.	str.	298	June 20	Arnold, Karberg & Co.	Haiphong
Ancona	2 h	Murray	Brit.	str.	1873	June 30	P. & O. S. N. Co.	Europe, &c.
Antoon	2 h	Aereboe	Ger.	str.	396	June 29	Wiel & Co.	Holbow
Broenshite	5 c	Pope	Brit.	str.	1230	June 28	Adams, Bell & Co.	Nowehwang
City of Rio de Janeiro	2 h	Haye	Ger.	str.	1093	June 28	Edwards Schellhass & Co.	San Francisco
Danston	5 c	Lothjens	Ger.	str.	3584	June 28	P. M. S. S. Co.	Nagasaki
Electra	5 c	Nagel	Ger.	str.	1137	June 28	J. H. Tripp	Singapore
Engracia	5 c	Tarbock	Brit.	str.	2063	June 28	Johnson & Co.	2nd prox.
Elisa	5 c	Kuschert	Ger.	str.	552	June 29	Wiel & Co.	Haiphong
Peritower	3 h	Kelly	Brit.	str.	700	June 29	Ban Guan Loung	To-morrow
Peritower	3 h	Kelly	Brit.	str.	700	June 29	Ban Guan Loung	To-morrow
Pookang	5 c	Paulsen	Ger.	str.	1115	June 29	Edwards Schellhass & Co.	Nagasaki
Galley of Lorne	5 c	Paulsen	Ger.	str.	900	June 30	Lardine, Matheson & Co.	Saigon
Galveston	7 h	Chatter	Brit.	str.	1301	June 29	Edwards Schellhass & Co.	London
Glenroy	5 c	Johnson	Brit.	str.	1774	June 29	Adams, Bell & Co.	Yokohama
Haepora	5 c	Wagner	Ger.	str.	1136	June 29	Edwards Schellhass & Co.	Shanghai
Lennox	5 c	Johnson	Brit.	str.	1515	June 29	P. & O. S. N. Co.	To-day
Marie	5 c	Hollmann	Brit.	str.	1347	June 29	Adams, Bell & Co.	To-day
Mary Austin	2 c	Mooney	Brit.	str.	140	June 29	Edwards Schellhass & Co.	Ab-deon Dock
Munimur	3 c	Holmes	Brit.	str.	2200	June 29	Edwards Schellhass & Co.	Matatlan & Mexico
Mount Lebanon	3 c	Kurtz	Brit.	str.	1555	June 29	Adams, Bell & Co.	Shanghai
Pilot Fish	3 h	Patte	Brit.	str.	761	June 29	Edwards Schellhass & Co.	Saigon
Port Jackson	4 h	Hogg	Brit.	str.	101	June 29	J. K. & W. Dock Co.	Haiphong
Quarta	3 c	Koek	Ger.	str.	793	June 29	Edwards Schellhass & Co.	Sydney, &c.
Saltee	3 c	Wright	Brit.	str.	252	June 29	J. A. R. Marly	7th prox.
Store Nordiske	5 c	Sundson	Dan.	str.	595	June 29	Edwards Schellhass & Co.	K'loon Dock
Stannard	5 c	Green	Brit.	str.	2200	June 29	Edwards Schellhass & Co.	K'loon Dock
Tristram	5 c	Green	Brit.	str.	1142	June 29	Edwards Schellhass & Co.	K'loon Dock
Voriggion	5 c	Green	Brit.	str.	873	June 29	Edwards Schellhass & Co.	K'loon Dock
Welcombe	5 c	Green	Brit.	str.	1383	June 29	Edwards Schellhass & Co.	K'loon Dock
Zalro	5 c	Green	Brit.	str.	616	June 29	Edwards Schellhass & Co.	K'loon Dock

Steam Vessels.				Sailing Vessels.			
Name.	Rig.	Tons.	Displ.	Name.	Rig.	Tons.	Displ.
Albatross	3	c	Nielson	Norw.	bge.	904	June 23
Albion	3	c	Holland	Eng.	bg.	310	June 23
Alma	3	c	Paulsen	Ger.	bge.	604	June 23
Alma Siebin	3	c	Hall	Amer.	bge.	947	June 18
Alma Johnson	4	c	Hall	Amer.	bge.	947	June 18
Alma Johnson	4	c	Hall	Amer.	bge.	947	June 18
Alma Johnson	4	c	Hall	Amer.	bge.	947	June 18
Alma Johnson	4	c	Hall	Amer.	bge.	947	June 18
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